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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

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# JULY 1984



# NEWS

EDITOR QUILTS! NEW EDITOR TO STEP IN!  
CLUB MARCHES ON!

This issue is a cooperative effort of Dave Lewis and Bill Olson, who will take over as Editor with the first issue of Volume III, or the beginning of "1984" -- maybe we should call it "1984-85." As you all know, Dave decided to "retire" with the end of Volume II, and we hope everyone will understand and appreciate his reasons for making that decision. Bill will bring to the business a lot of enthusiasm and resolve, perhaps because he is too dumb to know what he's getting into.

Bill has opened a new bank account for the Club in Columbus, Ohio and has deposited in that account all checks for "1984" membership that were being held by Dave. This was done primarily to avoid the checks becoming so "stale" that the banks wouldn't pay them. So, all of you who sent them in should receive your paid checks back in due course, and will of course be considered paid-up members for 1984-85.

Bill is now in a position to receive membership renewal payments. The cost will be the same as last year: \$20 bulk rate, \$26 first class mail. Please send your checks payable to "1937-1938 Buick Club" to:

William E. Olson  
1937-1938 Buick Club  
842 Mission Hills Lane  
Worthington, OH 43085.

We hope to get the one remaining "1983" issue out before September 1, and thus will start 1984-85 memberships on that date. Please try to get your renewals in before then.

Because the cost of printing the News Bulletin and the other various costs of keeping the Club going have been gradually increasing, and probably will continue to do so, there is a real question in our minds whether the membership dues will be sufficient to carry us through another nine issues for 1984-1985, assuming the Bulletin remains with its present 30-page size and format. We will just have to see how things go. One way to improve the Club's financial stature is to get new members, since the biggest expense of course is printing, and the more copies printed the lower the unit cost of each. We will be running a few ads in the BCA Bugle and maybe in Hemmings to publicize the Club. If any of you know people who'll be eligible for membership (remember-one doesn't need to own a '37 or '38 Buick to belong, so long as he's more or less actively seeking to get one), how about putting the "arm" on them to join.







A MEMBER SUPPORTED  
**NATIONAL BUICK CLUB**

Since we had enough material for this and the next issue, Bill temporarily stopped the dunning letters for contributions. You may be sure, however, that they will start again, and probably will have by the time you read this. Why wait to get dunned? Send something to Bill voluntarily and without prompting! Win his gratitude and a "Good Guy" star next to your name! At the risk of getting tiresome, we will say again that the Bulletin does not spring forth full grown in the Editor's hands, like Athena from the head of Zeus; nor does the Editor make it all up out of his head; nor does it write itself. It will have little or nothing in it unless the members provide material.

Once we begin Volume III, a strong effort will be made to get each issue out on time. This is a tentative schedule for mailing the nine issues:

Sept. 15	March 20
Oct. 20	April 15
Nov. 30	May 20
Jan. 5	July 1.
Feb. 15	

The emphasis must be on "tentative"; the new Editor's enthusiasm and resolve notwithstanding, he may not make each date. At this point, there will be no absolute deadlines for ads, but please do not expect to see your ad if you send it in one week before the mailing date; three or four weeks is more like it.

All contributors, whether of ads, stories, technical tips, non-technical tips (i.e. those the new Editor can understand), gripes, or whatever, will help immeasurably if they can send it in typed, in a form that can be reproduced as is. The new Editor is going to admit right up front that he can't type, and is not going to peck the stuff out with one finger, because nothing would ever get finished. Instead, he will get it done through the generosity and good nature of his wife and the secretaries in his office. Moreover, whether the Editor can type or not, the less work for him, the more likely the News Bulletin gets out on time, the happier he is, and the happier all of you are. We realize that many of you can't type either, and don't have secretaries, etc. Don't let that stop you from sending stuff in, but if you can type it, please try to do so.

If there is not enough stuff on hand to make the usual format of approximately 30 pages, the News Bulletin will go out anyway with fewer pages. We are not kidding about this! If six pages of stuff is all there is, that's what you'll get, unless the Editor decides to fill it up with reminiscences about his boyhood, or 50 recipes for delicious low-cost meat loaf, or some other drivel so outrageous that the membership

A MEMBER SUPPORTED

## NATIONAL BUICK CLUB

will rise in mutiny and depose him, or better, send in something to print. This is not because the new Editor is a mean guy, or because he doesn't care about the welfare of the Club, or because he is full of sloth and would just as soon do six pages as 30. Indeed, the contrary is true. However, we have come to the conclusion, after hard thought, that this is the appropriate way to run things on an orderly, business-like basis, so that the Bulletin reflects the policies of the Club and the interest and participative spirit of the members.

End of lecture. In case any of you care, or even if you don't, a brief "biographical sketch" of the new Editor, written by himself, appears elsewhere in this issue.

*Dave Lewis*  
Dave Lewis

*Bill Olson*  
Bill Olson

## 1984-5 Membership Application



NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_  
STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
HOME PHONE (A/C) \_\_\_\_\_  
OFFICE PHONE (A/C) \_\_\_\_\_  
NEW MEMBER \_\_\_\_\_  
RENEWAL \_\_\_\_\_ CLUB NUMBER \_\_\_\_\_  
YEAR BUICK \_\_\_\_\_ EXACT MODEL \_\_\_\_\_  
CONDITION \_\_\_\_\_  
(SCALE 1-10 one being poor, 10 Mint)  
HOW LONG HAVE YOU OWNED YOUR BUICK? \_\_\_\_\_  
WOULD YOU CONSIDER BEING A DIRECTOR OF THE 37/38 BUICK CLUB \_\_\_\_\_  
IF SO...WHAT AREA COULD YOU SERVE BEST? \_\_\_\_\_

1984/85 MEMBERSHIP DUES  
BULK RATE POSTAGE.....\$20.00 per year  
FIRST CLASS POSTAGE...\$26.00 per year  
CANADA, FIRST CLASS ONLY..\$26.00 per year  
FOREIGN COUNTRIES, FIRST CLASS AIR ONLY,  
\$45.00 per year, U.S. FUNDS ONLY

PLEASE NOTE....

BULK MAIL USUALLY REQUIRES ABOUT THREE WEEKS FOR DELIVERY...

FIRST CLASS (In U.S.) USUALLY TAKES THREE DAYS....

CANADA AND FOREIGN COUNTRIES VARIES FROM THREE DAYS TO ONE WEEK....

AMOUNT ENCLOSED \$



BUICK CLUB



FROM THE OLD EDITOR....OLE DAVE....

Lets please all welcome Bill Olson as our New Editor! Bill is very excited about the coming year and I'm sure he will be an excellent Editor for all of us. Lets all give him the support he needs to put out a Newsletter we'll all be proud of....

I will continue to be very active in the 37/38 Buick Club, working closely with Bill in every way I can. This Newsletter was put together by Bill and I simply checked it over and sent it to the printer. I think he has done a great job and with our help, he will do ever better. Lets fill Bills Mailbox to the top this month because he's really looking forward to hearing from us all. Now is the time to send in your membership dues so don't forget to get that taken care of soon. Thanks for all your support in the past!

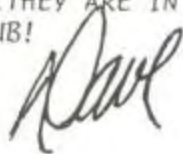
Dave

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THE NEW 37/38 BUICK CLUB DECALS  
ARE READY....ORDER NOW!

BILL OLSON NOW HAS THE NEW DECAL WE HAVE BEEN WORKING ON OVER THE LAST SEVERAL MONTHS. BILL HAS INVESTED HIS OWN FUNDS TO GET THIS PROJECT OFF THE GROUND SO LETS ALL GET OUR ORDERS IN NOW! THE COST OF THESE BEAUTIES IS ONLY \$1.00 EACH..THEY ARE THE EXACT SIZE AS SHOWN BELOW AND CAN BE PUT ON THE INSIDE OF YOUR CARS WINDOWS OR ON ANY SMOOTH FLAT SURFACE. THIS WAS A LIMITED RUN SO ORDER SEVERAL WHILE THEY ARE AVAILABLE...THEY ARE IN BRIGHT COLORS OF RED,WHITE AND BLUE. COME ON MEMBERS...LETS SHOW OFF OUR CLUB!

(SEND YOUR ORDERS DIRECT TO BILL OLSON, ADDRESS BELOW)



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MEMBERS WHO HAVE PAID IN ADVANCE...PLEASE FILL OUT THIS NEW FORM AND NOTE YOU HAVE PAID !  
THIS WILL UP DATE OUR FILES FOR 1984...

THIS AREA IS BEING LEFT BLANK SO MEMBERS  
WILL NOT LOSE ANY CONTENT WHEN CUTTING OUT  
THEIR 84/5 MEMBERSHIP APPLICATIONS...  
MEMBERS WHO ARE RENEWING PLEASE USE YOUR  
PERMANENT CLUB NUMBER THAT APPEARS ON THE  
ADDRESS LABEL OF YOUR NEWSLETTERS.

SEND ALL NEW APPLICATIONS AND  
YOUR RENEWALS TO:

WILLIAM OLSON  
37/38 BUICK CLUB  
842 MISSION HILLS LANE  
WORTHINGTON, OHIO 43085



# MORE NEWS !!

MEET THE NEW EDITOR!  
(whether you want to or not)

Those of you who read business magazines are probably familiar with the carefully-contrived interviews, in question and answer form, that sometimes appear in these publications. Company "house organs" use the same kind of stuff: "Difficult Times Ahead for Our Company - An Interview with the Chairman." One thing that characterizes all such "interviews" is their lack of any resemblance to ordinary discourse; that is, the questions are carefully written and re-written, and the answers likewise, and it is entirely possible, if not likely, that the interviewer and interviewee never even meet. I thought of doing something like that for this publication -- making up an interview with myself. I decided not to do so, on the grounds that I would likely have gotten carried away, and let it get out of hand, and some of you might believe it, and cancel your memberships, which is of course the last thing we need.

Instead, facts: the New Editor is 49 years old, married, has two sons aged 14 and 17, lives in a pleasant suburban community, attended Ivy League schools, is employed as Chief Legal Counsel-Fuel Supply of the American Electric Power System, a multi-state electric utility system, in which job he grapples with legal problems arising out of buying and mining much coal, as well as the usual corporate "mickey mouse." Sounds boring even to the New Editor, who assures all that he will never repeat it.

The New Editor owns a 1937 model 47, which looks pretty good on the outside, at least if one doesn't get up real close, and runs well enough to be driven around for fun. Since it is possible that his wife and/or boss will see this, and condemn him as a wastrel or madman, the New Editor will not say how much he had "invested" in this car. (Photos of this car, from all possible angles, will be used to fill up pages in later issues if there's nothing else to fill them with.)

Some of the reasons why the New Editor volunteered have already been said in the "dunning" letter which appeared an issue or two ago. Beyond that, the New Editor, being something of a ham who likes to see himself in print, actually thinks he's going to enjoy it.

Bill

Bill Olson



# PROUD 1938 OWNER

Story from Jon Lee of Brunswick, Maine

Thank you for your dunning letter, it was just the thing to get me to put some thoughts on paper. About a hundred years ago (actually it was about 1963, but it seems much longer) I stumbled across my first '37-'38 Buick. I paid the princely sum of \$50 for a 1937 Century, model 61, with sidemounts. I thought it was a very nice car, but I also had a couple of Packards and didn't really have room for the Buick. (Of course that never happened to anyone else.) So I sold the '37 to a friend who drove it as his everyday car for a year until he tried to move a boulder with it. That car fermented in the bushes until I got it back two years ago, by that time relegated to parts car status. Another friend bought it. It was several years before I tripped over another '37-'38. This time I found a 1937 Special model 47. A very handsome car, probably the best looking 4-door sedan built in '37-'38. I drove the '37-'47 for about a year as a second car. About 1970 I got the idea I should have a convertible Buick and I wanted something from 1930 to 1940. I found a 1935 model 46-C outside of Bangor that was a nice original car that some idiot had completely torn apart and left for dead. I hauled all the pieces home and started to glue it together. After about a year and a half I had the chassis rolling and the body shell sitting on the frame. Another friend showed up one day and had to have it. It seems he had a 1938 model 46-C. We struck a deal and I hauled the '35 to Waterville and brought the '38 home. This car had originally come from Massachusetts not far from fellow member Bob Huxley's home. Bob has a gorgeous '38-'66C. The 46-C had been a nice old car that the owner had just parked outdoors. He had carefully protected it with the sky. You have never seen a car that was that rusty. The floor had just disappeared, taking the seat with it. All the plywood bulkheads had long since disappeared. There was just enough of the door panels to use as a pattern. There were no running boards to speak of. If you were foolish enough to open the right door the rear part of the body dropped six inches because there wasn't anything to hold it up. The doors were about eight inches short. I found some coupe doors and deck lid and began splicing things together. I built a floor that I could mount a coupe seat on. Someday I will pick the body up again and do a better job on the body mounts. In later restoration projects, I have gas welded all the repairs, but at that time I was brazing everything. I was keeping track of how much rod I used with chalk hash marks on one door. By the time I finished, that door was almost covered with marks. The car had originally been Boticelli Blue so I stripped all the rust off, not much paint, and mixed up some paint that was close and looked nice. I painted the car in January, 1973 and it has held up pretty well considering how the body was when I began. That first summer we drove it (by this time I was married to my equally-enthusiastic better half) with no top, no running boards and painted bumpers. Joe Bettis from Morrisville, Vermont who also has a very fine original '38-'66C supplied us with some good running boards. My wife, Sandy, bought a pair of rechromed bumpers. The following year we got a top put on that has now been on 10 years. Of course you are curious about the mechanical condition. As sad and rusty as it was, I DROVE this car onto the trailer to bring it home, sitting on a milk crate. It ran great and still does. About 1975 I pulled the nose off and replaced all the gaskets on the front of the engine because the oil kept falling out. I put the original timing chain and gears right back in. I took off the rocker cover in 1976 because I wondered why the oil took so long to run down when I changed it. The back half of the valve train was packed with a field mouse nest that kept the pushrods and rockers very shiny. It looked like some of the original upholstery material. I have not been into the rest of the engine at all. I rebuilt the generator several years ago. The fuel pump (single action) is a new pump to fit a 1953-54 Ford 6 cylinder. I had to rotate the top of the pump



casting a couple of holes to get the inlet and outlet to line up, and it's been on there since 1973. I have never done anything to the front end except grease it and align it twice in 10 years. The carburetor was missing three screws on the top when I got the car, but it starts and runs so good I never have touched it. We have driven this car to two Buick Club shows in Connecticut and one in Massachusetts, and we took it to the 1982 Buick Club National Show in Bethlehem, Pennsylvania, a one-way trip of 550 miles, and have never had a breakdown on the road. I get about 15 miles to the gallon on the highway at 55-60 mph, and about 10 around town. It does use some oil; it burns very little and leaks quite a bit, but I can't bring myself to tear into that engine. Would I ever get it to run as good or be as reliable? I have had it up to an indicated 85 mph with the top down and there was still a lot of engine left to go faster. In the month of May our local club has a hillclimb competition. Our old Buick has two first-place ribbons and one second. We got beat that time by a 1940 Ford coupe with Rocky Mountain Gears by two tenths of a second. No, this is definitely not a pampered show car, although we have garnered a couple of local show trophies. Yes, it does need a lot more work to make it right, and, yes, I do have other cars that are probably in better shape and worth more money. There are 3 Packards, 2 Cadillacs, 1 LaSalle, 1 Lincoln Continental, 1 Pontiac, 1 Plymouth and 5 other Buicks in the stable, but if I could only keep one of the whole bunch, I'll have the '38-46C, thank you.

Collectably yours,

Jon Lee

\* \* \* \* \*

Thank you, Jon. That "stable" must be something to see. If you lived where I do, you'd probably be sued or jailed. I have to say that I shortened Jon's story a little, because there were a lot of references to a lot of other people and a lot of other cars, and I thought it better to get a bit more emphasis on Jon's '38 convertible. This story raises a very interesting question: how do mice get inside a rocker arm cover? Obviously, mice in Maine are clever little creatures. It also illustrates what I will call Olson's First Law, or the Principle of Harmonious Decrepitude: if an old car runs decently, that's because all the various components, even though aged and infirm, have reached a state of equilibrium; if one violates this by putting in one nice, new original-specification thing, the whole system will blow! Other illustrations of the First Law using the human anatomy can be thought up, but these are left to your imaginations. There seem to be some interesting cars and people floating around in Maine, New Hampshire and Vermont, not to mention Massachusetts. How about some more of you Yankees enlightening the rest of us? Lastly, Jon also sent me something that is a little different: a brochure by a musician named Lance Brown featuring not only Mr. Brown and his various talents, but also the handsome nose of Jon's '38 Buick. The first page of this brochure is included here. I'm now trying to figure out how I can get paid for having musicians pose with my car. Jon, do I need an agent for this?

Bill







# 8 Lance Brown



Lance Brown's broad musical interests tend to cast him in a variety of roles. He has been a band leader, a modern dance accompanist and an instructor of jazz guitar. However, his first love is solo performance with the broad spectrum of style, energy and mood it makes possible. Lance's extensive repertoire is indicative of his respect for old blues, jazz, swing and ragtime styles and the contemporary artists who draw from them. His unique and personal original compositions reflect the same artistic sincerity to be found in these traditions.

Lance enjoys his work! An evening spent with him will move the body, touch the heart and tickle the funny bone!

# CARS FOR SALE

1937 MODEL 81 ROADMASTER SEDAN, with sidemounts. Very solid mostly original car with 61,000 miles. Owned by the same man since 1948 until we bought it in early July. I drove it that same day over 200 miles with no problems. I may talk myself into keeping it yet. I'll sell it to you for \$7500.

1938 MODEL 46 SPECIAL BUSINESS COUPE. Bought from the same gent as the '37, we towed it home because the brakes were bad. They should be fixed by the time you read this. Runs good, and the body is not rusty. It should be repainted. This is a pretty little car. \$6500.

JON LEE (#274), 121 Bath Road, Brunswick, ME. 04011.  
Phone: 207-725-8288, (9 AM to 6 PM).

# CARS WANTED

E.A.(GENE) SLUSSER would like to buy a 1937 phaeton in first-class condition, preferably one located in the East, or within 1000 miles of New Hampshire. If any of you would like to sell such a car, or know of anyone who would, please contact Gene at

RFD #1, Box 121  
Concord, NH 03301  
(603) 746--3718





# CARS FOR SALE

1937 McLAUGHLIN BUICK CENTURY FOUR DOOR SEDAN...COMPLETELY RESTORED AND RELIABLE...  
A JOY TO DRIVE. LESS THAN 1,000 MILES ON REBUILT ENGINE...HAVE INVESTED \$9,300.00  
DETAILS CAN BE PROVIDED ON ALL EXPENCES...SEE PAGE #5, SEPTEMBER 83 ISSUE OF THE  
NEWSLETTER...PHONE 416-878-6421 OR WRITE;

RON KNOX

6205 TRAFALGAR RD

RR #1

HORNBY, ONTARIO

LOP 1EO

TECHNICAL TIP FROM DAVE LEWIS...For those of you who thought the Special and Century Front Fenders would inter-change...They Won't! I learned the hard way by painting two fenders, which I thought were the same, and then finding out one of them was a Century.

The two models have exactly the same length fenders, but the Century is three inches longer where it fits between the cowl and core support. They are also different shapes on the rear as the Century is a little wider to compensate for their extended cowls.

If anybody need a restored, Black Lacquer, non-welled, Left Front Fender, Cheap, let me know. I tried to eat it, but it doesn't taste very good...

## How Show Visitors Voted on the Car

### THEY LIKED MOST IN APPEARANCE\*

FOR five consecutive years, the Market Research Corporation of America has queried people leaving the New York Automobile Show on the cars they liked most—and least. This year, 1,080 show visitors were polled on the 1938 cars. Results for the last three years are shown here:



#### PER CENT OF TOTAL INTERVIEWS

Cars	1938	1937	1936
Buick	19.3	14.7	11.5
Car A	10.6	7.3	9.7
Car B	11.9	1.0	1.5
Car C	9.0	4.5	2.7
Car D	7.5	6.2	5.0
Car E	7.1	10.2	10.7

All other cars received less than seven per cent each of the total vote. Notice that Buick has been an easy leader for three straight years.

\*From Sales Management, issue of December 1, 1937

1937

1936

# PROUD 1937 OWNER

Story from Harold Peterson of Alma, Michigan

Dear Bill:

Several years ago I purchased a 1937 Buick Century Coupe 66S series. All I received was the frame and body, no running gear, and no interior whatsoever, but I was determined to someday make a presentable, roadworthy car. Well, it's coming but very slowly. I have owned two different parts cars since. By the way, my neighbors and friends thought I was crazy; my wife too, but she doesn't admit it.

Recently I mounted the body back onto the frame (chassis all restored); I could not resist taking it for a little spin; something like Johnny Cash's song, one piece at a time. Well, I was sitting on a wooden block, and all was going fine til I turned the corner and the wooden block fell over. Me too! To say the least, that straight eight doesn't give up even at an idle. We went for quite a little ways through the weeds before regaining control.

Someday I will be far enough along to send pictures, and hope to drive it to a Buick meet, when I have the seat in.

I would like to take this opportunity to thank Dave Lewis for a great club, and to thank all the members I have acquired parts from.

Thank you,

Harold Peterson #12

\* \* \* \* \*

Dear Harold:

I hope you don't mind, but I must say the more I try to picture this little adventure in my mind, the more I regret that I wasn't there to see it. Maybe we can call it a Technical Tip: if you're going to drive a car without seats, be sure you sit on something big and heavy, or at least have fields of weeds for a good distance on all sides. You didn't say whether you have a seat now or not, but I am asking the membership: if anyone has a 1937 series 60 front seat that he can possibly part with, please let Harold know, he deserves it. Thanks, Harold, for sharing this with us; I admire your perseverance and hope you make good progress. Thanks also for the compliment; I know Dave appreciates it.

Bill



# Buick *builds*

*New self-shifting  
transmission  
to be an  
optional feature  
on all Series 40  
models at moderate  
extra cost*

## \$5,000,000

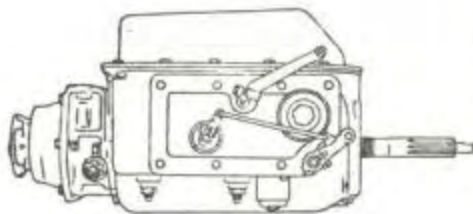
## Transmission Plant

A VAST new plant has swung into action at Buick. Batteries of the latest precision machines are turning out self-shifting transmissions. After months of research, thousands of miles of testing, after an expenditure of five million dollars, Buick has perfected for you one of the most outstanding features of the year: a self-shifting transmission of proved performance.

Eliminating the conventional gearshift lever entirely, with a simple control lever taking its place, Buick's new self-shifting transmission is available on all Series 40 models at extra cost. For all ordinary driv-

ing, a single motion of the control lever suffices; the car automatically shifts through necessary gear changes thereafter.

With this new self-shifting transmission, ninety per cent of normal driving is in a new fourth speed, giving added quiet because engine speed is greatly reduced. Braking power of second is instantly available. Gasoline economy is increased nearly eight per cent, oil economy even more, and clutch operation is reduced by two thirds. With the gearshift lever removed from the center, the front compartment now carries three passengers with perfect comfort.



Batteries of these modern high-precision machines are producing self-shifting transmissions in Buick's new \$5,000,000 plant.



With the gearshift lever banished by Buick's new self-shifting transmission, there is more room than ever in this big front compartment of the Series 40. The driver and two passengers can ride here in perfect comfort. There is no crowding on the deep, wide seat, and there is plenty of footroom for all three.

Just a flick of the fingers and the car automatically shifts through necessary gear changes in ordinary driving. The simple control lever under the wheel takes the place of the conventional gearshift lever. The new self-shifting transmission is built into Series 40 models at the factory at extra cost.



# PROUD 1938 OWNERS

## OUR SPECIAL BUICK

By Priscilla And Tom Jones

All my life I have loved cars, especially the cars of the thirties. As a boy I could name every make and model. Buicks were always my favorite. My Aunt and Uncle in North Carolina had a big 90 Series 1932 4 Door Sedan with sidemounts and was striking in appearance.

Another Aunt and Uncle had a 1939 Buick Century with sidemounts. I was so fascinated in this car that he would let me drive it around his home and down the lane.

My wife, Priscilla, and I looked for 2 years to find what we wanted. We traveled to many states from Massachusetts to Georgia checking into leads.

In June 1981 we followed a lead to Pittsburgh, Pennsylvania. Since we had owned several Buicks, we knew what we wanted. It was more than I had expected --- a 1938 46C Spec. Series Rumble Seat Convertible. It was totally original except it had been repainted years ago. The original leather seats were in fair condition. There were no signs of rust and two original tires were in the sidemounts. All the mechanical parts, engine transmission, brakes and radiator had been completely reworked. The car drove like a dream. After some dickering, we purchased the car. Joe Burroughs, a close friend of ours gave it a real test by driving it home in record time --- over 460 trouble free miles.





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**NATIONAL BUICK CLUB**

That summer we completely disassembled it down to the frame. All the chrome and stainless steel trim were sent to the Plating Shop. The body, fenders and sheet metal were stripped and primed. The frame was sandblasted, primed and painted.

That Fall we moved to Suffolk, a small town west of Norfolk and purchased a home. Nothing was done on the Buick during the year because our largest project became the renovation of our home.

In the Fall of 1982, Bob Flora, another close friend and I moved the car to his home and started to sort through the parts to finish restoration. Luckily, we had tagged every part. This was a big help. The body, fenders and sheet metal were sent to the painter. Bob rewired and put all the mechanical components back on the chasis. In January 1983, we moved the chasis to my home and finally put all the parts together at one place and one time. It took about four months to finish the job. Joe and Bob were a real help in the restoration of this car.

The production run on this car was 2473 units. It weighs 3,575 lbs. and cost \$1,103. This was the last year Buick used the floor shift and the double rear deck lids. The upper one is for the rumble seat and the lower one for small luggage. There is also luggage space behind the front seat. The wheel base is 122". The dynaflex straight eight engine with overhead valves has a 248 cubic inch displacement. Nineteen Thirty-Eight was the first year Buick featured coil springs all around.

We enjoy showing and driving the car. Since the restoration, we have driven it 600 miles.

The car won a First Jr. in York, Pennsylvania in 1983 and a Sr. in Hershey that fall (AACA). Also, a First at the Buick National in Columbus, Ohio.

# PROUD 1938 OWNER

## SOME PHOTOS OF THE JONES' 1938 46C

Reproduction in this publication will not do justice to either the car or the house and grounds. All are smashing! Priscilla and Tom obviously do things right. Congratulations from envious New Editor to them.

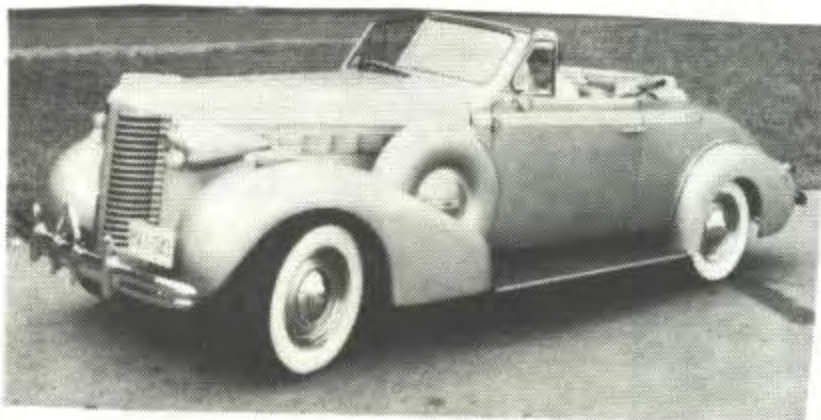


1938





## PROUD 1938 OWNERS Continued



Dear Dave,

Enclosed is a photo of our '38 Special Convertible which you may wish to use in your "Members Cars" section. I bought this car about three years ago from the Boston area. The car had been re-painted and upholstered by the former owner; however, he drove it very little. We have done a lot of re-chroming, detailed the engine, installed a new wiring harness and a custom radio, plus attended to a number of mechanical details.

This is the first Buick I've ever owned and I am very impressed with it. We enjoy driving our collector cars and the '38 is a joy. The performance, handling and braking, as well as the ride, are quite impressive compared to other old cars I've owned.

In the summer of 1983 we attended the National in Columbus and then joined the tour to the Great Smokey Mountains in Tennessee. We saw some goergious scenery and met some great people. We traveled over 2500 miles on the trip that summer and the only problems were a valve cover oil leak and minor overheating problems. I often wondered why the Buick was geared so low, but found out, when we got into the hills in Tennessee. The old Buick just ate up those long grades, as the gearing seemed just right for the engines power.

The photo was taken in the Great Smokey Mountains National Park, which is a very scenic area. We hope to enjoy our '38 on many more tours of that type.

Lloyd Botham #387  
Ontario, Canada

Thanks Lloyd..I only wish all the members could see the color photo of your Car. It is Beautiful! Thanks for your Story...

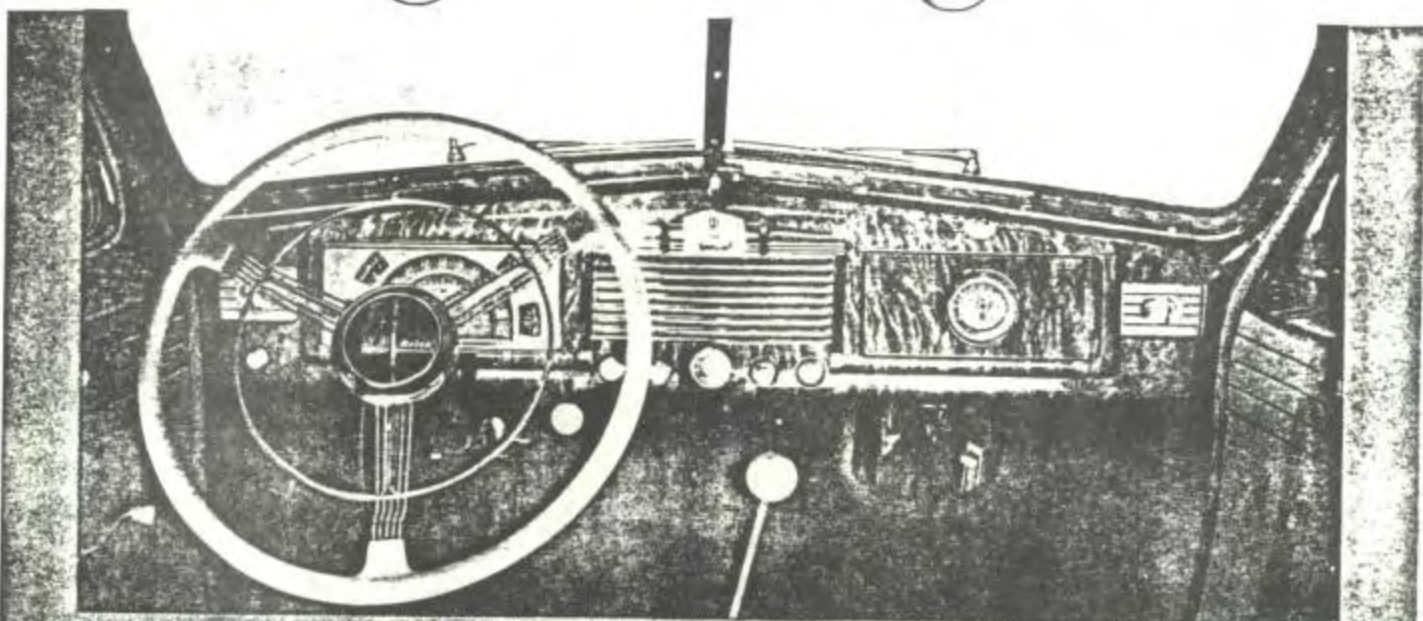
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MEMBERS NOTE....YOU WILL NOTICE ON THE COVER THAT MY ADDRESS STILL APPEARS FOR THE RETURN ADDRESS. WE HAD TO LEAVE THAT FOR THIS ISSUE AS IT WAS MAILED FROM SPRINGFIELD UNDER THE "BULK RATE POSTAGE" REGULATIONS. NEXT ISSUE WILL BE MAILED FROM OHIO AND WE WILL PUT BILLS ADDRESS ON NEXT ISSUE. PLEASE SEND ALL YOUR LETTERS TO BILLS ADDRESS NOW AND NOT MINE UNLESS YOU WANT TO ASK ME SOMETHING NOT RELATED TO CLUB BUSINESS. ALL CLUB BUSINESS SHOULD BE SENT TO BILL DIRECT EFFECTIVE NOW...

THANKS, DAVE



# Setting the Sights on



Instruments and controls on the new Buick are conveniently arranged for safety.

## Safety

You may have thought these features were dedicated to performance, to comfort and style. Buick really planned them for your security.

**J**UST the other day, two couples, one youthful, one elderly, returned from a demonstration ride in a new Buick and exchanged comments. We'll pass them on.

"That Dynaflex engine is reason enough for buying Buick," said the young man, stepping out of the car. "They tell me it's about eight per cent more efficient than last year's engine—and last year's engine was already ten per cent more efficient than conventional power plants of equal size and compression."

His wife slipped behind the steering wheel. "I don't even know what an engine looks like," she scoffed. "I'm interested most in the handling ease of this car—its silky steering, convenient controls, and tip-toe hydraulic brakes. And in the comfort of this form-fitting adjustable seat."

In the back seat, the elderly couple lolled in deep cushions, toying with the no-draft ventipanes while they listened to the front seat conversation. When the young folks had stated their preferences, the elderly woman sniffed. "Nonsense," she said tartly. "In my car, I want riding comfort. This Buick

gives it to me. Must be that tor... tor..."

"Torque-free springing," suggested her husband.

"That's it; torque-free springing. I might be vague about that name, but I'll always enjoy that floating ride."

The Buick salesman chuckled. "I'm glad to see you're all interested in the same thing."

"What thing?" chorused his guests.

"Safety."

"All these features?" asked the young man. He frowned, puzzled. "But how about performance and all that sort of thing?"

"As you will," admitted the salesman. "These are performance features, and comfort and style features. But every one of them is based, for the most part, on safety. For instance:

"You mentioned the flashing power of the new Dynaflex engine. Plenty of zooming action in those eight valve-in-head cylinders. But we don't expect you to spend it all on speed; we put it there so that you can whisk yourself out of tight places.

"Your wife spoke of light handling, of the

tip-toe hydraulics, the adjustable seat, and convenient controls. With these refinements, the new Buick obeys instantly her slightest commands, for her safety and the safety of her passengers. See how easy it is to read the instruments and handle the controls without taking your attention from the road.

"Notice, too, the wide vision V type windshield with its double wipers. And don't overlook the provision for built-in defrosters for winter driving.

"Now let me tell you what a revolutionary safety feature torque-free springing is.

"It provides more comfort than you've ever experienced. And it's the first spring suspension designed specifically for the automobile. But that isn't all.

"Torque-free springing, you understand, is more than coil springs on rear wheels. Torque-free springing comprises, in addition to the shock-swallowing coil springs, transport type shock absorbers to control recoil and to stabilize the ride; torque tube drive, always a Buick feature, to prevent the 'oversteering' and 'understeering' that occur in conventional leaf spring cars on curves; and a





*The easily adjustable front seat moves you upward, as well as forward, for better vision. For the safety of other passengers, this seat back is well padded*

new transverse radius bar to end sidesway. Remember those three extra features. Coil springs alone would end tire chatter and reduce risk of skidding; but coil springs alone would not make torque-free springing the safety innovation it is."

The salesman paused. "I'll be glad to explain those things in more detail," he offered.

The elderly woman smiled as she stepped out of the car. "Don't bother to explain. One ride certainly sells me on the merits of tor... tor..."

"Torque-free springing," grinned her husband. He swung the door shut with a thud. "Sounds pretty solid," he remarked. "I like that thud; I haven't noticed it on the other cars I've seen."

"That's the rest of Buick's safety story," continued the salesman. "Actually, this Unisteel Turret Top Body by Fisher is a fortress of steel, furnished like a drawing room. Safety plate glass all around adds to your security. The back of the front seat is padded; even the appointments are designed for safety. And, of course, I needn't remind you that no-draft ventilation, in addition to keeping all passengers comfortable, keeps the driver alert and refreshed."

The elderly woman pondered a moment. "One more thing," she said. "Why is this new Buick so quiet? Even over brick roads,

we conversed easily, without any of the usual rumble to annoy us."

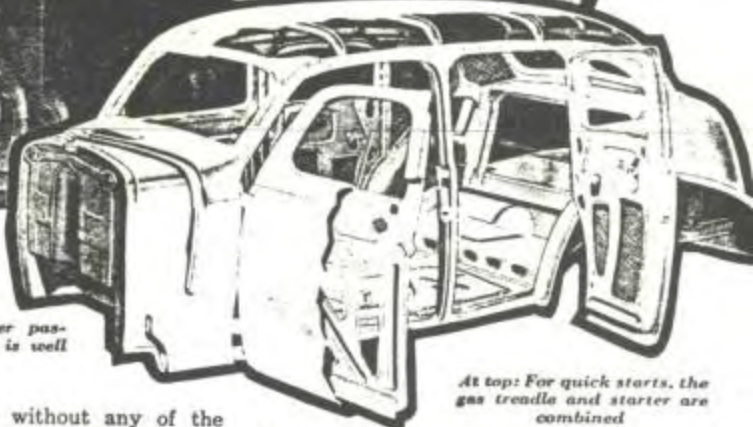
"That restfulness," explained the salesman, "is achieved by Buick's new silent zone body mounting. It's an entirely new method of ending road noise and rumble, and it certainly helps to stave off fatigue for the driver."

The salesman's guests nodded thoughtfully. "We're glad to hear all those things," they told him. "Often, in judging the outstanding features of a new car, we take it for granted that all the improvements are made to step up performance, comfort, and styling. Funny that we don't connect them all with safety."

"That's natural enough," agreed the salesman. "Many new features are just skin deep. But not on Buick. You may be sure that Buick, before planning a single commanding advancement, sets its sights on safety. Safety for the driver, for his passengers, and for the motorists he meets as well. That's the first test of every good idea, and one of the reasons why so many join you in saying 'Better buy Buick!' this year!"



*At top: For quick starts, the gas treads and starter are combined*



*Center: Tip-toe hydraulic brakes will ease you down to a sure, safe stop*

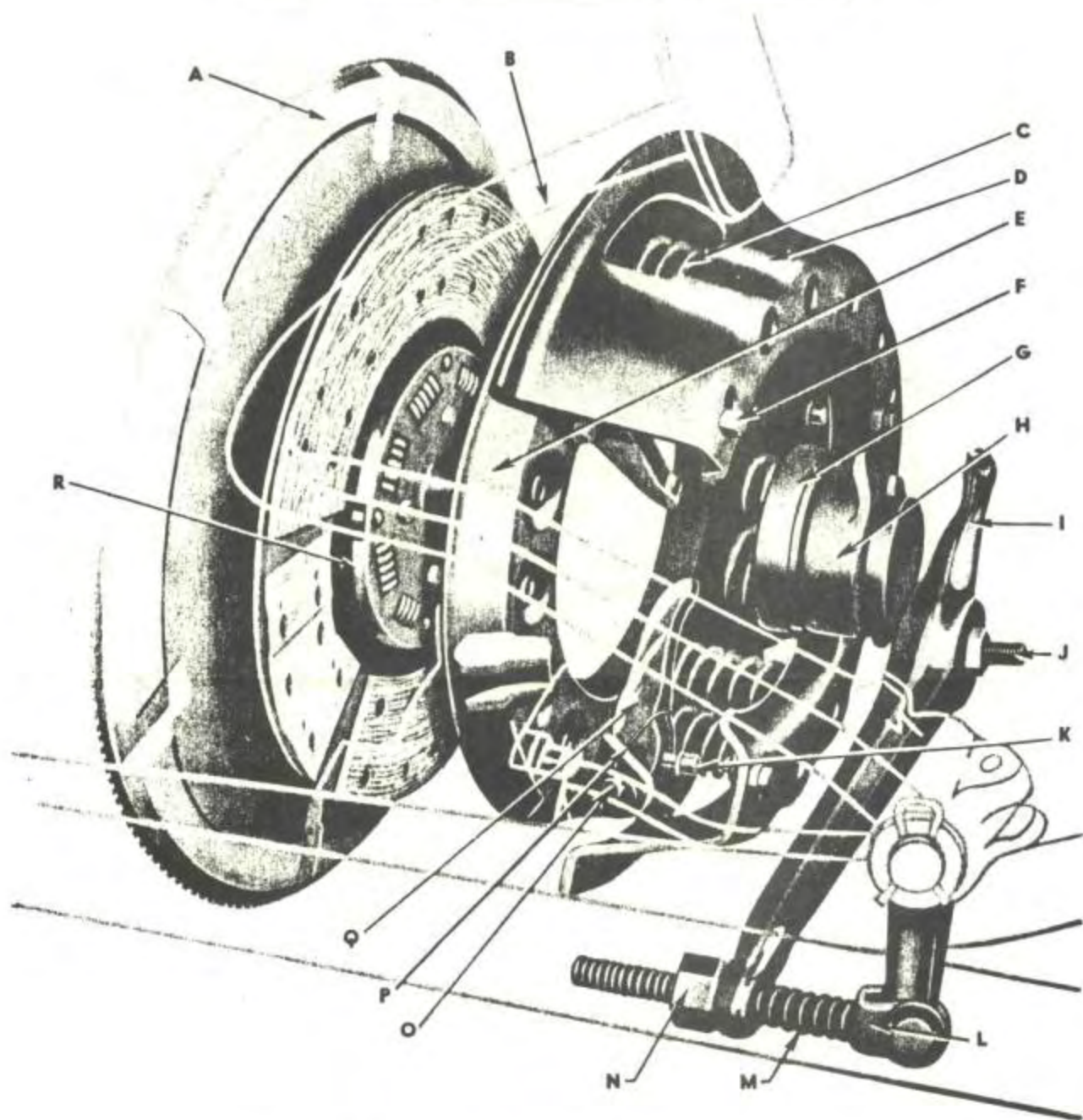
*Above: The Unisteel Turret Top Body by Fisher is a fortress of safety. Safety plate glass is standard equipment in all windows. Silent zone body mounting, an exclusive Buick feature, provides new restfulness*

*Below: Buick's torque-free springing puts an end to sidesway, jiggling, over- and under-steering, and tire chatter*





# TECHNICAL TIPS



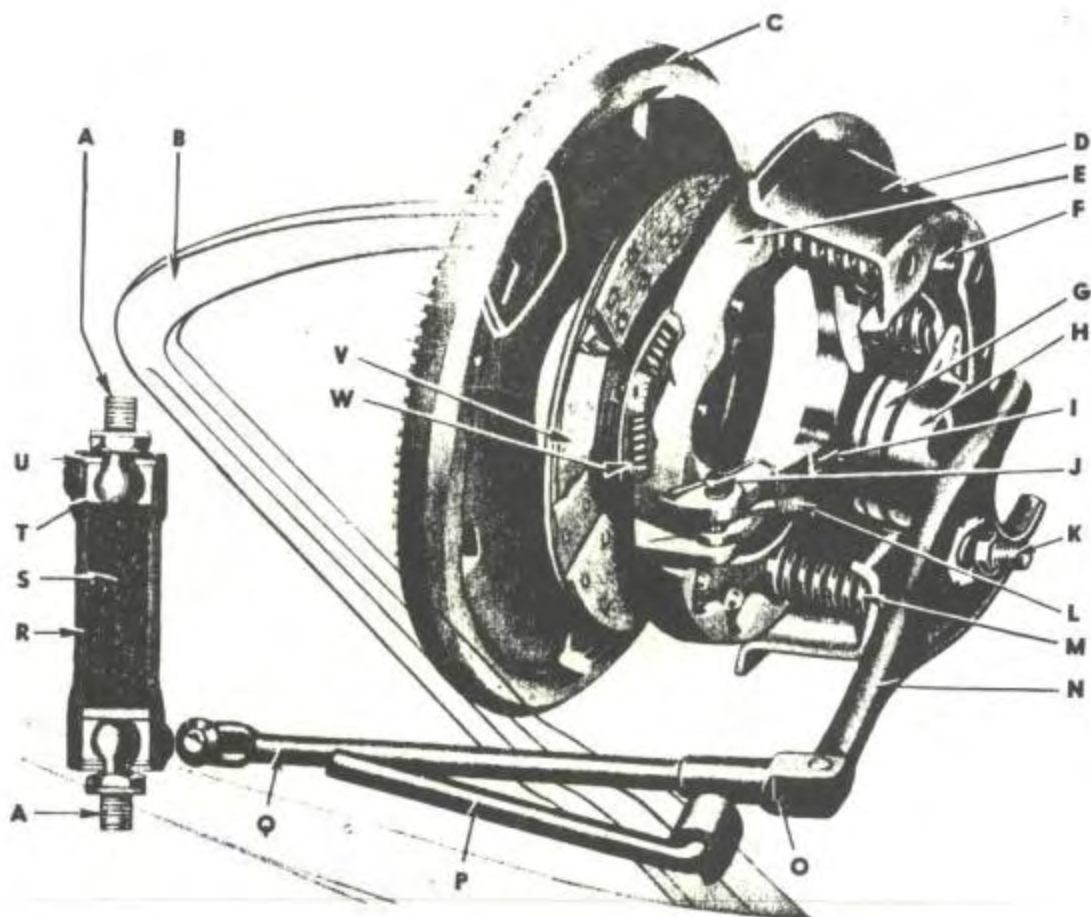
CLUTCH ASSEMBLY—1936-37-38 SERIES 60-80-90

Key	Part Name	Group No.
A	FLYWHEEL & RING.....	0.666
B	PEDAL.....	0.830
C	SPRING.....	0.865
D	COVER.....	0.861
E	PLATE.....	0.889
F	NUT.....	0.881

Key	Part Name	Group No.
G	BEARING.....	0.799
H	RETAINER.....	0.804
I	YOKE.....	0.795
J	STUD.....	0.796
K	SCREW.....	0.875
L	ROD.....	0.787

Key	Part Name	Gr
M	SPRING.....	
N	NUT.....	
O	PIN.....	
P	SPRING.....	
Q	LEVER.....	
R	PLATE & FACING.....	





### CLUTCH ASSEMBLY—1936-37-38 SERIES 40

Key	Part Name	Group No.	Key	Part Name	Group No.	Key	Part Name	Group No.
A	STUD, equalizer.....	0.796	I	LEVER.....	0.874	Q	ROD.....	
B	PEDAL.....	0.830	J	PIN.....	0.878	R	EQUALIZER.....	
C	FLYWHEEL & RING....	0.666	K	STUD, yoke ball....	0.796	S	PACKING.....	
D	COVER.....	0.861	L	SCREW.....	0.875	T	BEARING.....	
E	PLATE.....	0.889	M	SPRING.....	0.865	U	WIRE.....	
F	NUT.....	0.881	N	YOKE.....	0.795	V	PLATE & FACING.....	
G	BEARING.....	0.799	O	CLEVIS.....	0.788	W	SPRING.....	
H	RETAINER.....	0.804	P	LINK.....	0.848			

These exploded views and much other stuff were sent in by our representative from what used to be called the "Dark Continent"—J.A.Haggland. Having recently bought from one of our other members some clutch parts, I was contemplating how it all goes together. Since this shows how, I thought, why not print it? More of these views will appear in future issues.

*Bill*

The following several pages are courtesy of Paul Little of Harnesses Unlimited. More in future. Thanks, Paul.

## FUEL PUMP TESTING

### CAPACITY AND PRESSURE TESTS FOR ALL TYPES

**NOTE:**—Manufacturer recommends that Fuel Pump Analyzer No. 1521551 be used in making these tests. All tests should be made with the fuel pump in place on the engine and the engine running to drive the pump. Engine speed should be 30-35 M.P.H. (for capacity test) or lowest possible idling speed (for pressure test).

**TESTING:**—Test equipment should be connected at pump outlet. Disconnect fuel line from pump to carburetor at pump, use special fitting and connect "T" connection, use rubber tubing to join gasoline line to end of "T", connect test equipment (bleeder line, pressure gauge and shut-off valve to open and close bleeder line) to side opening of "T" connection. Operate engine and make tests in following order.

#### CAPACITY TEST

Bleeder tube end must be at carburetor level or slightly higher. Shut-off valve should be open permitting fuel delivery through bleeder tube. Operate engine at 30-35 M.P.H. note quantity of fuel pumped in 45 seconds or 1 minute (see table below). Pressure gauge not used in making this test. If pump capacity in excess of 1 pint, check pump pressure (see test below), and if pressure not excessive pump need not be checked further. Delivery capacity of 1 pint is ample for all engine operation.

Fuel Pump Type	Minimum Capacity
A, B, E, G, J, L, N, O, P, R, S, T, V, W, X, Y	1 Pt. in 1 Minute
C, D, F, I, AA, AB, AK, AG, AH, AJ	1 Pt. in 45 Seconds
AC, AD, AE, AF, AL	1 Pt. in 1 Minute

#### PRESSURE TEST

Idle engine at lowest possible speed to secure static pressure reading. Close shut-off valve. Note pressure gauge reading. Pressure should not exceed figure in table below. If pressure does not exceed this figure and capacity is satisfactory, fuel pump operation is OK. Excessive pressure may cause rich fuel mixture and in extreme cases flooding of carburetor (if carburetor floods and pressure is not excessive, check carburetor float level setting and see that float needle valve shuts off tightly).

Fuel Pump Type	Maximum Pressure
A, B, E, G, J, L, N, O, P, R, S, T, V, W, X, Y	3½ pounds
C, D	4¼ pounds
F, I, AA, AB, AK	4½ pounds
AC	3 pounds
AD, AE, AF, AG, AL	3½ pounds
AH	3¾ pounds
AJ	4 pounds



BOX 435  
WAYNE, PA. 19087  
PH: 215-688-3998



# FUEL PUMP TROUBLE SHOOTING

## FUEL PUMP UNIT

**TROUBLE SHOOTING:**—If the pump action is not satisfactory, check in accordance with the following table:

### No Fuel or Insufficient Fuel at Carburetor:

- (1) Gasoline tank empty.
- (2) Bent, kinked, leaky tubing or connections. Tighten all connections. Check condition of tubing. Replace if necessary.
- (3) Dirty filter screen or loose sediment bowl. Take off glass sediment bowl, clean filter screen. Examine cork gasket and replace if necessary. Tighten bowl thumbnut securely.
- (4) Loose valve plugs or caps. Examine gasket under head of plug, replace if necessary. Tighten plugs securely.
- (5) Dirty or warped valves. Loose valve seat. Remove valve plugs and take out valves. Wash valves in gasoline. If warped or gummed, replace. Examine valve seat for smooth surface and see that seat is tight in pump body. Replace valves and assemble valve springs and plugs.
- (6) Worn linkage, weak driving spring. Check for excessive play in linkage or worn rocker arm pin which will shorten pump stroke. Check driving spring (under diaphragm).

### Fuel Leakage through Vent in Pump Body:

- (1) Worn or punctured diaphragm. Replace diaphragm.
- (2) Loose diaphragm nut or defective gasket. See that nut on upper end of pull rod is tight and that gasket under nut is in good condition.

### Fuel Leakage at edge of Diaphragm:

- (1) Loose cover screws. Tighten cover screws securely (alternately around pump body).

### Carburetor Flooding:

- (1) Carburetor needle valve not seating. Check for worn valve or seat, sediment or other obstruction preventing seating of valve. Check float level.

## VACUUM PUMP UNIT

**TROUBLE SHOOTING:**—If vacuum pump performance is not satisfactory as evidenced by faulty windshield wiper action, check as directed in following table:

**Windshield Wiper operations slow at high speeds or when accelerating.** Indicates that vacuum pump is not operating. Check windshield wiper lines and fittings. If no leaks are found, disassemble vacuum pump and check valves and diaphragm.

**Oil Smoke in Engine Exhaust.** Indicates punctured diaphragm. To check before disassembling pump, disconnect line between pump and manifold, operate pump, hold a piece of paper over pump outlet. Oil spray in exhaust from pump indicates a punctured diaphragm (if no oil spray noted at this point, oil smoke may indicate defective piston rings, etc).

## SERVICING FUEL PUMPS

**TESTING:**—When fuel pump fails to operate satisfactorily, check pump for minor defects as directed on individual system pages before any attempt is made to disassemble pump. Manufacturers recommend that pump be given an operating test after being removed from engine to conclusively determine that pump is defective. See directions below.

*Continued...*

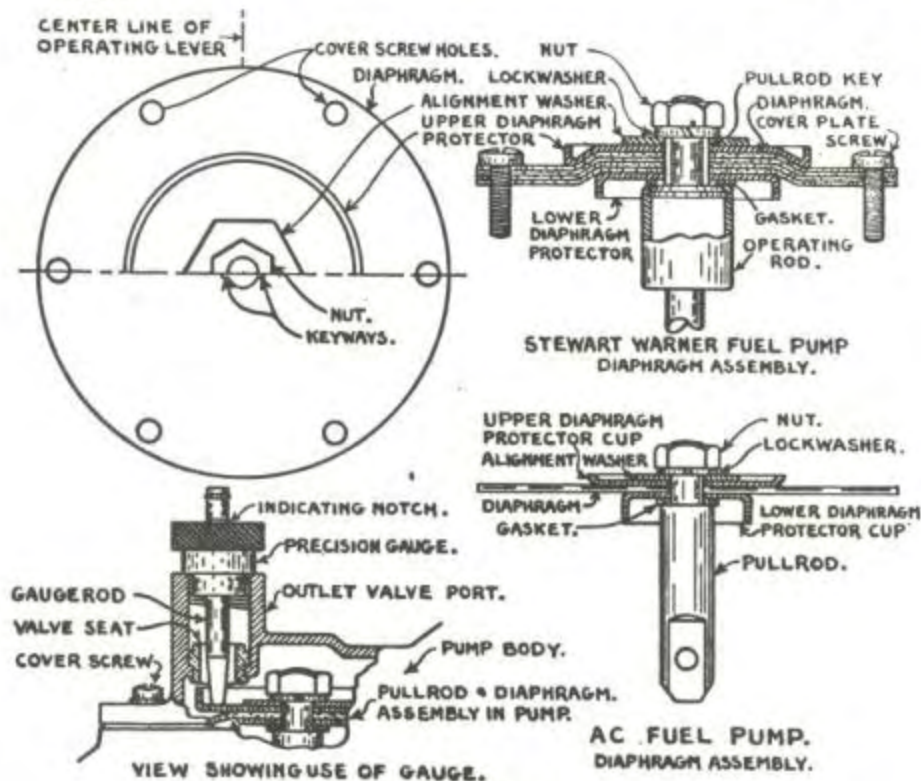
# TECHNICAL TIPS

**TO REPLACE DIAPHRAGM:**—Special fixtures and gauges are necessary in replacing diaphragms on A.C. pumps. To replace diaphragm, mount pump body rigidly in vise or on a test stand, take off pump cover (first mark pump cover and pump body to insure correct reassembly), take off nut on end of pull-rod, remove lock washer, alignment washer, upper diaphragm protector cup and old diaphragm. To install new diaphragm, assemble pull-rod gasket and lower diaphragm protector cup (with cup portion pointing down) on pull-rod, taking care that gasket is seated against shoulder on pull-rod. Then place four layers of diaphragm material on pull-rod and carefully line up holes, using a special locating ring or several cover plate screws. Place upper diaphragm protector cup on pull-rod (with cup portion pointing up), place hexagonal alignment washer on diaphragm protector, and assemble lock washer and pull-rod nut. Use special wrench to hold the alignment washer from turning while the nut is being tightened and keep diaphragm holes lined up with the locating ring or several of the cover screws until the nut is tight. This is very important. Place pump cover in position and insert cover screws. Before cover screws are tightened, insert end of alignment wrench in hole in pump body and force pull-rod and diaphragm assembly to extreme upper position and hold in this position while cover screws are evenly tightened (tighten screws alternately to secure correct alignment of pump cover). Test diaphragm assembly by installing precision gauge in outlet valve port so that gauge rod rests on upper diaphragm protector cup. With the diaphragm correctly installed and in the extreme upper position the notch in the gauge rod should be visible at the top of the gauge.

Before installing pump, repeat operating test outlined above and after pump is installed on car examine priming action.

**Combination Fuel and Vacuum Pumps.** Diaphragms should be installed in this type pump with the pull-rod assembly out of the pump. Clamp the flattened end of the pull-rod in a vise, assemble pull-rod gasket and lower diaphragm protector (cupped side down) on pull-rod, place five layers of diaphragm material on pull-rod, lining up the tabs on the layers and turning the diaphragm so that the tabs are  $7/16$  inch clockwise from the center line of the pull-rod flattened end. Assemble upper diaphragm protector (cupped side up), alignment washer, lock washer and nut. Hold alignment washer with special wrench and securely tighten nut. Test diaphragm position to make certain that diaphragm layers have not been twisted or moved from position. This is very important. Assemble leather oil seal and cap on pull-rod boss, install driving spring, place pull-rod assembly in pump with diaphragm tab pointing toward center of mounting flange on pump body. Invert pump and engage flattened end of pull-rod in notch in operating link, turn pull-rod assembly one quarter turn until tab points toward projection on diaphragm flange. This will lock pull-rod and operating link. Then assemble pump cover as directed above.

These units cannot be tested on the bench due to the tension of the driving spring in the vacuum unit. They should be tested on the engine. See article on Type 'F' fuel pumps for special directions in mounting pump on engine.





# A.C. FUEL PUMP

## TYPES R AND W—WITH OIL SEALS

### TYPE R—LEATHER OIL SEAL

**DESCRIPTION:**—This pump differs from other Type R pumps only in that an Oil Seal is assembled on the lower end of the pull rod below the diaphragm. The Oil Seal assembly consists of an upper retainer (with a flange at its lower end serving as lower seat for the driving spring), two leather oil seal washers, and a lower retainer. The entire assembly is locked in place on the pull rod stem by the shoulder on the lower end of the pull rod and rests on the pump boss in the pump body (see illustration). The operation of the pump is entirely similar to other Type R pumps.

**PERFORMANCE:**—See article on Fuel Pump Testing.

Capacity—1 pt. in 1 minute. Pressure— $3\frac{1}{2}$  lbs. maximum.

**SERVICING:**—Trouble Shooting and servicing for this pump are the same as for other Type R pumps except for the special directions given below for the removal of the diaphragm assembly, assembling of oil seal on the pull rod, and replacing of diaphragm assembly in the pump.

**To Remove Diaphragm Assembly from Pump:**—Use special tool #1521556, which is designed to free lower retainer from boss on pump body (if this tool is not used, it will be necessary to remove rocker arm pin in order to free pull rod from rocker arm linkage). To remove diaphragm assembly (with pump cover or upper body removed), invert pump body, force edge of special tool under edge or flange of upper oil seal retainer, pry on tool to move flange on retainer up onto top edge of pump boss. Hold pump link against upper stop by wedging a screwdriver between the link and the bottom of the pump body, push down on diaphragm and away from end of link. This will unhook the pull rod from the link and diaphragm assembly can then be removed. Diaphragm assembly should be replaced as a unit (see directions below for assembly of oil seal on pull rod).

**To Assemble Oil Seal on Diaphragm Assembly:**—Place driving spring (E) in position on pull rod against lower diaphragm protector, place upper oil seal retainer in position on lower end of driving spring with cupped portion within spring, compress spring by pressing on oil seal retainer until retainer is below shoulder on pull rod, then rotate retainer  $\frac{1}{4}$  turn so that it is locked in place. Force two leather oil seal washers down on pull rod stem until they rest against upper retainer, assemble lower retainer below washers and lock in place by rotating  $\frac{1}{4}$  turn. The complete assembly is then ready to be installed in the pump.

**To Install Diaphragm Assembly in Pump:**—Invert the pump body, hold link against upper stop by wedging screwdriver between link and bottom of pump body, insert diaphragm assembly in pump body, tilting assembly so that flange on upper oil seal retainer rests on top edge of pump boss and pull rod clears end of link (see illustration). Press down on diaphragm assembly and hook pull rod over end of link, then push diaphragm back into vertical position and center in pump body so that oil seal retainer snaps into place around pump boss. The upper pump body can then be put in place and the screws installed.

### TYPE W—LEATHER OR RUBBER OIL SEAL

**NOTE:**—The Type W pumps are assembled from parts as listed below:

Body (including Linkage) .....Type R

Top Cover Assembly .....Type B

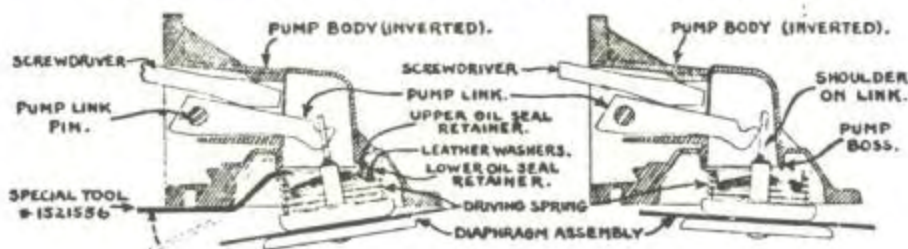
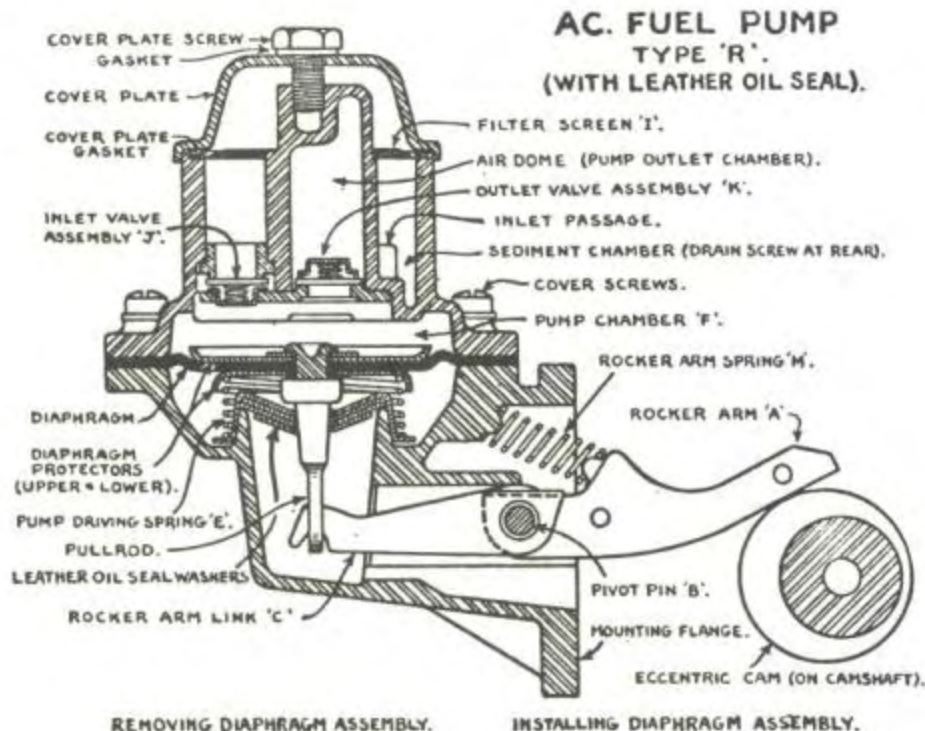
See previous articles on these types for complete service data and description of the design and operation of these pumps. Oil seal design differs from that used on Type R pumps and is described below.

**PERFORMANCE:**—See article on Fuel Pump Testing.

Capacity—1 pt. in 1 minute. Pressure— $3\frac{1}{2}$  lbs. maximum.

**OIL SEALS:**—Both leather and rubber oil seal washers have been used on these pumps. On pumps with leather oil seal washers, the upper oil seal washer retainer is held in place by a separate spring assembled above the retainer and below the lower diaphragm protector. Assemble the oil seal as follows:

With the diaphragm assembly inverted, place the retainer spring over the pullrod so that it rests on the lower diaphragm protector, then assemble following parts in order: (1) upper oil seal washer retainer with concave side toward spring (cupped portion away from spring), (2) two leather oil seal washers, (3) lower retainer with concave side toward leather seals. Install diaphragm and oil seal assembly in pump as directed for Type R above.



## A C ELECTRIC GASOLINE GAUGE

**DESCRIPTION:**—The A.C. Electric Gasoline Gauge is of the balanced coil type and consists of two units, a dash unit or recording gauge and a tank unit or measuring device mounted on top of the gasoline tank. The dash unit mounted on the instrument panel consists of two coils mounted at an angle of 90 degrees. The gauge pointer is attached to an armature which is pivoted at the intersection of the coil axes. The dash unit is connected to the coil side of the ignition switch and to the tank unit through insulated wires. The dash unit is grounded through the mounting screws to the instrument board and car frame.

The tank unit consists of a fixed resistance connected to the dash unit. A movable contact arm geared to a float in the gasoline tank cuts this resistance in or out of the dash unit coil circuit. The float rests on top of the gasoline in the tank and rises and falls with the gasoline level. A friction brake is built in the tank unit to prevent wave motion caused by road shocks affecting the gauge reading. The dash unit is also provided with an inertia dampener to prevent road shocks being transmitted to the gauge pointer. Both dash units and tank units are standardized so units are interchangeable.

*Continued ...*



**OPERATION:**—The upper terminal of the dash unit marked 'Ignition' is connected to the coil side of the ignition switch (or to the 'auxiliary' terminal of lock switch coils) so that the gauge is operative whenever the ignition switch is turned on. Current flows through coil 'A' of the dash unit to the center terminal marked 'Tank'. The second coil 'B' is connected to this terminal. The other end of this coil winding is grounded to the gauge case. The 'Tank' terminal of the gauge is connected to the terminal on the tank unit and circuit is completed to ground through the tank unit resistance winding. This resistance winding in the tank unit is grounded through the movable contactor so that the resistance is cut in or out of the dash unit coil circuits as the float rises and falls with the gasoline level in the tank.

When the gasoline tank is empty with the float at its lowest position, the contactor will be at the terminal end of the resistance unit so that the resistance is entirely cut out of the coil 'A' circuit and coil 'B' is practically short-circuited. Current in coil 'A' will be at maximum and in coil 'B' at minimum. The resulting magnetic field will cause the pointer armature to swing over so that the pointer will be opposite the 'Empty' end of the gauge scale. As gasoline is added in the tank and the float rises, the contactor moves along the resistance unit adding resistance in the coil 'A' circuit and causing more current to flow through coil 'B'. The pointer armature is attracted toward coil 'B' and the pointer passes over the gauge scale toward the 'Full' position. With the tank full the resistance will be entirely in the coil 'A' circuit and entirely out of the coil 'B' circuit.

Since the gauge is of the balanced coil type, differences in the voltage of the car battery will have no effect on the accuracy of the gauge reading. Current consumption of the gauge is between 1/6 and 1/10 ampere and can be disregarded.

**INSTALLATION:**—Both the tank unit and dash unit are grounded and care must be taken whenever the units are installed or replaced that a ground is provided. On the tank unit it will be sufficient to remove paint and carefully clean the tank under the tank unit flange. Dash units designed to be mounted on a wooden dash or instrument board are provided with a ground stud which should be connected to the car frame.

**TROUBLE SHOOTING:**—Defective units should be replaced and servicing operations will be confined to locating trouble in dash unit or tank unit. Check gauge operation from following table:

1. Pointer does not move when ignition is turned 'on'.  
The line from the ignition switch to the dash unit is open. Check connections and supply new lead from switch to 'IGN' terminal on gauge.
2. Gauge indicates 'Full' at all times.  
The line between dash unit and tank unit is open. Check connections and replace line with insulated wire.  
Tank unit burned out. Replace tank unit.  
Tank unit not grounded. Check by supplying new ground from tank unit to car frame.
3. Gauge indicates 'Empty' at all times.  
Wires reversed on dash unit. See that connections are made as indicated above on diagram.  
Dash unit is not grounded. See that dash unit is properly grounded. Check by supplying special test ground to car frame. If dash unit does not register correctly, it must be replaced.

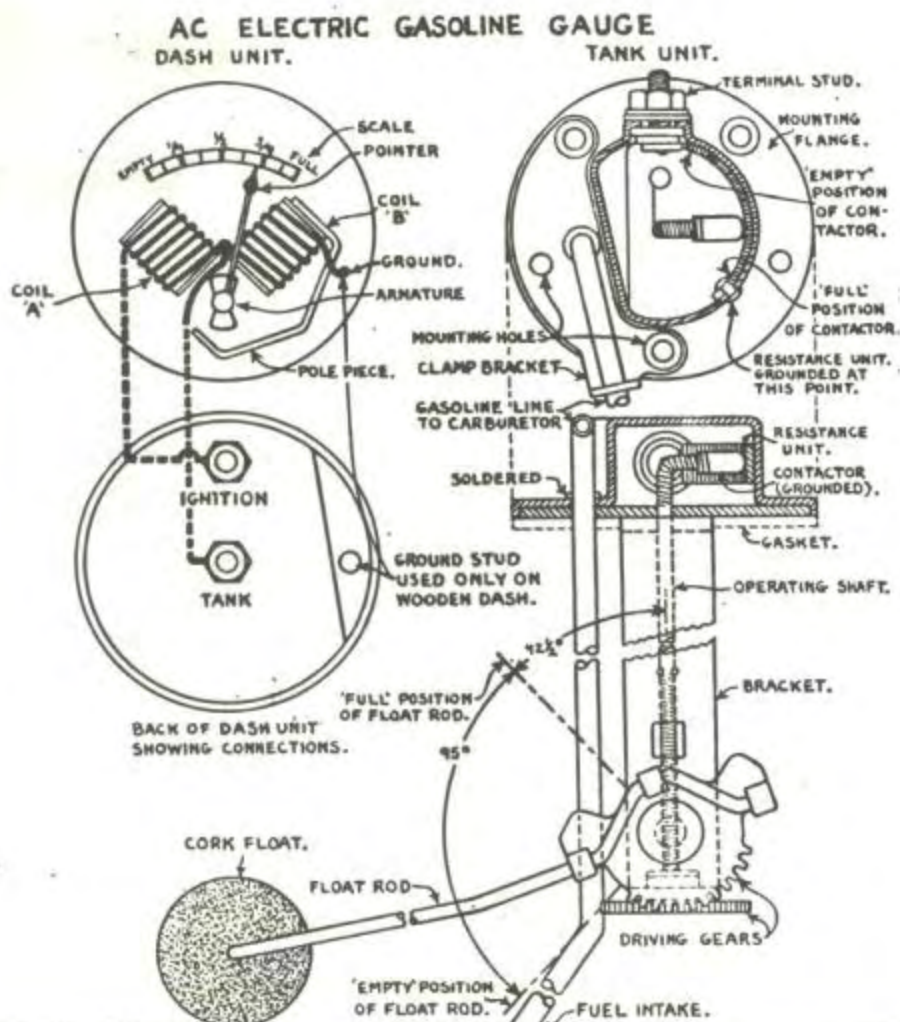
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Large Series AA-2 Stromberg  
Large Series Air Cleaner  
80C Front Vent Window Frames  
37 Deluxe Heater  
37/38 Headlight Lens- R&L ORIGINAL TYPE  
37-80 Series Splash Pans, Engine

Dave Lewis #237  
3825 South Second Street  
Springfield, Ill 62703  
217-529-5290

-----  
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Step Plate Brackets for 1938 Convertible  
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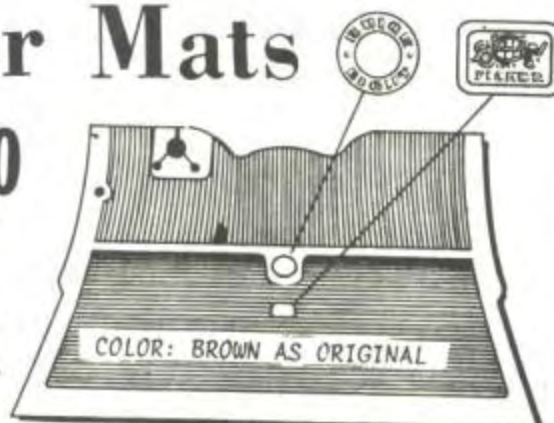
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